

# FLYING EAGLES

## FLYING EAGLES

February 9, 2006

### HAPPENINGS

CAP at the Capitol  
3/16

C/Command &  
Element Leaders  
Evening  
3/30

Spring  
Cadet Training  
Encampment  
4/28-30

Civil War  
Re-enactment  
@ Resaca  
5/19-21

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## COMMANDER'S CORNER

With Major Tom Calvanelli

Our Squadron is at 55 earmarked for Cadet members, 19 Senior purposes only. This Members and 36 Cadets, will help with the most of whom participate on Squadron purchase of a regular basis. I would say Cadet gear, which is that this puts us as one of quite an expense. It the most active Squadrons will not go towards the other costs.

All of us have noticed how I would also like all crowded we are getting on of you to think about Thursday nights. With our any companies or expansion plans, this individuals you may congestion should be eased. know who would

The Cadet trailer expansion donate to our Squadron. We are a is moving along. Moving the power to the ends of the tax-exempt 501c 3 trailers, and then opening up the middle, should give corporation, and any donation is totally tax-deductible on us a nice space to conduct both State and business. Federal taxes.

We have a Senior trailer available, and soon we will have it moved to our complex. It will be somewhat aligned with the present Senior trailer, just farther south. It will be entered through the main compound, between the Comm/ES trailer and the present Senior trailer.

With these changes and the purchase of the new uniform shed, our Squadron finances are getting a little thin. The United Way should be coming in soon, but that is

With our rate of growth in this Squadron, this expansion should keep us in good shape for many years to come. It will also become something we can all be proud of, even when we may no longer be in the Squadron or in CAP.



It is exciting  
to see the growth  
in our Squadron.



*Strength of the Nation*  
by Dr. Ilana Mor

**BARTOW-ETOWAH  
SQUADRON**

<http://gawg.cap.gov/GA129/>

## **DOG DAZE 1/13-15**

**by Field Operations Officer Capt. Hayden Collins**

The three day operation, known as DOG DAZE, was supported by the Department of Natural Resources. This operation provided qualification for Air Teams and Ground Teams to work with Search Dogs. This operation folded into the three day field operation for Ground Team Search and Rescue training. Seven Missions were planned and held, including the K-9 SAR. 33 Ground Team Members were retrained, while 5 Air Team Members were retrained.

It was not as cold as it was last year; however the feeling was in the air. The LARGE Advance Party functioned well. The site was set up for training prior to 2000 hrs. The Main Body arrived Saturday morning, along with Air Support.

For the most part, the operations and missions were smooth with few oversights. A few of us were just a little rusty (cold) or both. Air Support arrived just prior to lunch. (Thank you, Major Calvanelli.)

The K-9 Training was an EYE OPENER. All missions should include the trained handlers and dogs. They just don't miss. Day operations Saturday extended into a review in the evening and lights out at 2100 hrs.

Sunday 0600 first call opened into a mission at 0800. Air support arrived at 1000 hrs. (Thank you, LT Fouts.) The ground teams learned a lot about ground-to-air communication and redirections.

This weekend provided insight to the current team status for training and leadership. Equipment wise, we broke in some new cold weather gear, as well as provided some new learning experiences for the rookies.

### **YOU GOT TO MOVE IT, MOVE IT, MOVE IT!!!! JOB WELL DONE!.**

During this operation, the following requirements were met:

Complete Task O-0001 (Prepare ground team individual equipment)  
Complete Task O-0002 (Conduct individual refit)  
Complete Task O-0101 (Identify natural hazards)  
Complete Task O-0103 (Conduct field sanitation and hygiene)  
Complete Task O-0001 (Prepare ground team individual equipment)  
Complete Task O-0002 (Conduct individual refit)  
Complete Task O-0101 (Identify natural hazards)  
Complete Task O-0103 (Conduct field sanitation and hygiene)  
Complete Task O-0201 (Use a compass)  
Complete Task O-0601 (Conduct actions if lost)  
Complete Task O-0902 (Exercise universal precautions)

Complete Task O-0003 (Prevent and treat hot weather injuries)  
Complete Task O-0004 (Prevent and treat cold weather injuries)  
Complete Task O-0102 (Prevent and treat fatigue)

#### **Ground Team Member - Advanced Training**

Must Complete 21 Task(s) Complete Task L-0001 (Basic Communications Procedures for ES Operations)  
Complete Basic Communications User Training Complete Task L-0002 (Perform radio operating procedures)  
Complete Task L-0003 (Employ appropriate radio frequencies repeaters)  
Complete Task O-0404 (Move as part of a search line)  
Complete Task O-0406 (Use whistle signals)  
Complete Task O-0407 (Conduct attraction techniques)  
Complete Task O-0301 Determine distress beacon bearing)  
Complete Task O-0302 (Locate a distress beacon)  
Complete Task O-0403 (Employ scanning techniques while on foot)  
Complete Task O-0405 (Communicate to other members of a search line)  
Complete Task O-0408 (Identify aircraft search clues)  
Complete Task O-0409 (Identify missing person search clues)  
Complete Task O-0410 (Mark a route)  
Complete Task O-0411 (Conduct individual actions on locating a clue)  
Complete Task O-0412 (Conduct individual actions on find)  
Complete Task O-0413 (Participate in a hasty search)  
Complete Task O-0502 (Participate in a litter carry)  
Complete Task O-0702 (Use a signal mirror)  
Complete Task P-0101 (Keep a team log)  
Complete Basic First Aid Training or Equivalent AHA CPR First Aid

#### **OFFICERS AND SR NCOS**

Complete Task P-0202 (Plan and brief sortie)  
Complete Task O-0416 (Plan search line operations)  
Complete Task O-0417 (Organize a search line)  
Complete Task O-0418 (Control a search line)  
Complete Task O-0419 (Plan and organize a hasty search)  
Complete Task O-0802 (Plan and organize site surveillance)  
Complete Task P-0203 (Conduct rehearsals)  
Complete Task P-0204 (Conduct after action review)  
Complete Task O-0401 (Work with canine teams)  
Complete Task O-0703 (Employ ground to air signals)

Air Crew Qualifications are individually submitted via the Commander.

Evaluations will be completed by month end.







DOG DAZE, supported by the Department of Natural Resources, provided qualification for Air Teams and Ground Teams to work with Search Dogs. Many thanks to Larry Babcock, Susan Ardes with Bredettes (her 4 year old shepherd from Czechoslovakia), and Allen Padgett with Aspen ( his 2 1/2 year old golden retriever from Chattanooga) who instructed and then joined Cadets and Senior Members in a *mock* Search and Rescue Mission.

Some of the information we learned was that:

- A dog and handler can replace a twenty person ground team; however, in conjunction with the ground team, a bigger area can be covered.
- The dogs search for scents. Some work with their noses to the ground, some work with their heads slightly raised, and some work as air-scent dogs since scents travel with the wind.
- When working with a dog and handler, always stay behind them, and always follow the handler's lead. The dogs are trained to alert the handler when someone is found.
- Always ask before you pet one of the dogs. Sometimes dogs get hurt. If an animal is injured, tell the handler
- Carbon Monoxide from car exhaust can invalidate a dog's ability to work scents for 24 hours.
- Sometimes, people are found who are not being searched for, but have been recently lost.
- Handlers reward and praise their dogs, even if the person they are searching for has been found dead. It is important for the training of the dog.
- **TRUST THE DOG!**
- 85% of the handlers are females.
- It takes thousands of hours to train the dog, and it's easier to teach hounds or shepherds.
- **ORDER OF PRIORITIES**  
Look after yourself, your team, the dog, lost persons.
- **BE WELL-TRAINED and WORK AS A TEAM**

**The best prevention is know-how!**



HAVE A COMMITMENT TO EXCELLENCE

LOOK FOR CLUES

REPORT TO BASE OFTEN

#### TEN STEPS OF A SEARCH

1. Preplan
2. Interview  
(there is a 7 page list of questions)
3. Call-out
4. Establish the search area
5. Get onto the scene
6. Hasty search
7. Call for back-up...like Civil Air Patrol
8. Wide search  
2 or 3 dogs and handlers  
talk on radio  
detailed note-taking (clues/ times/place)  
Statistics: Find 1/3 alive, 1/3 dead,  
and 1/3 don't find anything
9. Scale back, then suspend search  
"You gave it your best shot"  
or  
If you find someone, you must  
know how to treat them.  
Call the "cavalry" over the radio
10. After-action review  
How can it be done better next time?





## FROM THE SUPPLY ROOM

With Major George Geiger

Well, the message I got from Dr. Mor was that the sky was falling. Actually, it was not the sky, but the overhead ceiling tiles in her office. Seems the temporary fix was just temporary! As the trailer expansion project has come to a temporary halt again, attention must go to Dr. Mor's office. This month might be a good time to repair the ceiling..

No news on the trailer we are suppose to get. I don't know. I am not working on that project.

Field gear is in good supply this month and cold weather gear has already been issued for Frostbite. Some new pilots and Senior Members are coming in, so I am trying to appease them with what I have in stock.

I am pretty much back to my normal health, except for the back problem. However, I am still whining about the complex issues. Found out that the antenna rotor for the low band radio is not working. Like I'm supposed to climb up the tower and take it down...NOT!!! I'll leave that up to the COM Officer. If I can find another, I will get it for him. If not, I will try to get the old one fixed, **if he will get it down!**

I guess you noticed the big security light is on now. It's lighting up the complex and the parking lot. Miracles do happen!!!

Well, I guess with the two coldest months of the year coming up, we will be using the small heating units. If you use them, please cut them off and unplug them. I would not like to come by and see large piles of ashes where the trailers were.

We still need Cadets assigned to empty the trash cans from all over the complex every meeting night before we close up. I have to remind them at every meeting.

On a more positive note, the visitors from the Sandy Springs Squadron said that we were the most organized and "got it together Squadron they had seen". Boy did we smoke them over or what!

Oh well, that is about it for this month.

*As you were...  
Carry on...  
I'll be in the area!  
Major Geiger*





## Tales From A Life Traveler

by Dr. Ilana Mor, Moral Leadership Officer

# RESPECT, CUSTOMS, & COURTESIES

Respect should be earned and given. Even if you have knowledge and experience, you should still respect those with lesser experience or knowledge.

It all begins with self-respect. Model the behavior that you wish to see in others and live up to the things that you respect. If you respect yourself, you will respect others. It all starts with being a person of honesty and integrity.

Consider how you have been treated, with friends, with family, at school, and at work. Have you always been treated with respect?

Most of the Cadets in the Moral Leadership presentation this month agreed that on many occasions they have been treated without respect. How then is it possible to honor and respect those that do not reciprocate?

It was generally agreed that honor and respect must begin inside each individual; however, how do you show respect when you have different thoughts than the "ones in control?". Take for example the commandment *Honor your father and your mother*.

Does that mean you have to obey them?

I shared the following piece I wrote.

**"Honor Your Father and Mother"**  
**Honor their lives by the way you live yours.**  
**Respect the sacrifices**  
**made by your parents for your benefit.**  
**Be appreciate of the**  
**opportunities and challenges afforded you.**  
**Validate their lives by taking the time**  
**to understand their thoughts, dreams, & needs.**  
**Honor their lives by the manner**  
**in which you treat them.**  
**Treat them with dignity,**  
**even if you view life differently.**

Most agreed that when respect is given to others, it normally returns to the one who is giving it.

Throughout Life, there will be many circumstances in which we are accountable to others. As leaders,

there will be many times when we will be in a position where others are accountable to us. How then will we wield our power? Will we honor people and treat them with respect? Or, will we treat them with the lack of respect that we learned from others along Life's path?

In Civil Air Patrol, there are rules and regulations, called Customs and Courtesies, by which we abide. They are based upon honor and respect. There will be opportunities to follow and then to lead, as one progresses through the program and promotes in grade.

Below, Alpha Flight Commander C/2Lt Alex Blake and Bravo Flight Commander C/2Lt Sam Raybon are leading the Cadets in a competitive Customs and Courtesies game between the two sides of the room



Flt Commanders  
C/2Lt Raybon (left) and C/2Lt Blake (right)  
leading the Customs and Courtesies game.



CADETS COLLABORATING FOR AN ANSWER



# AN IDEAL STATE

By C/2Lt Shawn Long  
Former Cadet Commander



What comes to mind when the words *ideal state* are mentioned? A utopian cornucopia where everything is perfect? Maybe, a communistic state where everyone is equal in every way (a little on the impossible side, if you ask me.) People have different ideas on what the ideal state is and how it should be run. Lao-Tzu (*Tao-te Ching*, A World of Ideas) wrote short, often confusing passages of his ideological opinion of how a state should be run. While Machiavelli's ideas (*The Qualities of the Prince*, A World of Ideas) are a more practical, tried-and-true method, where everything is a means to an end; however, it is questionable whether his methods are the best. Rousseau's apotheosis of liberty and thoughts on natural society (*The Origin of Civil Society*, A World of Ideas) can be applied to the civil affairs of the state, as well as Murdoch's thoughts (*Morality and Religion*, A World of Ideas) on moral conduct which are guided by one's guilt, religion, and morality. Using the choicest of their ideas, it is possible to imagine what the ideal state would be.

The ideal state is a democratic republic with a congress made up of common, everyday people. There will be no such thing as a "professional politician." Such people tend to lead to corruption.

Freedom and equality are the highest aspirations for this government. The State has no need to delve into its citizens' lives, so it will "Act for the people's benefit. Trust them; leave them alone." (Lao-Tzu 31)

The laws will be simple, few, and based upon common moral values. These morals will be taught in school, so that everyone knows them. A state ruled by thousands of laws is cumbersome, slow, and will eventually collapse under its own weight.

If the State is running as it should, the people will love the State for what it does for them, and the State will love the people for what they do for the State. This love, along with a strong sense of morality will keep the State together.

The State will be ever ready to protect itself from its enemies, both foreign and domestic. Peaceful resolves will be brought to bear first, if morality allows it. If not, the war will be fought as humanely as possible; avoiding civilian casualties at all costs and bringing the war to an end as soon as possible.

Once the defenders lay down their arms, they are no longer the enemy, but once again men, pure and simple. The enemies are not demons, but human beings, and should not be wished personal harm.

Compulsory service is a must. How can one be a true citizen if he or she does not in some way serve to protect the State. It doesn't matter what your physical condition is. There is always something that can be done. With everyone serving at least a couple of years in the military, they will be taught discipline and leadership skills that can be used to help the state in other sectors.

The ideal state is a democratic republic with moral laws that are limited in number. The relationship between the government and the people will be very similar to a family with its highest aspirations of freedom and equality for all. Morality will rule the State through those in office. The State will be proactive in its defense, and always seek peaceful resolutions when conflicts arise, if morality allows it. That is the ideal state.



On Saturday, April 30, 2005, at the Bartow-Etawah Composite Squadron's *Flight of Spring Achievement Ceremony*, Colonel Greene, the Georgia Wing Commander, presented the Amelia Earhart Award to C/Capt Jonathan Calvanelli and the Gen Billy Mitchell Award to C/2Lt Shawn Long.

C/2Lt Long is attending North Georgia University in Dahlonega on a National Guard Scholarship. We were all delighted that he was able to join us for our January FTX, before he left for Basic Training.

This month, he celebrated his 21st birthday. We all wish him a very happy birthday and a wonderful life.

We, his Civil Air Patrol family, hope that he will continue to be with us as a Senior Member of our Squadron.



# Aerospace Today

With Capt. Don Colson, Aerospace Instructor



## Topic of the Month



At the January FTX, the Cadets had an opportunity to launch rockets, and track exactly how high the rockets went into the air.

After the rocket was launched, they visually *tracked* the rocket with a tracking instrument which measured the angle from the observer's position to the apogee of the rocket's flight.

This angle is called the *elevation* angle. When the *elevation* angle and the distance from the launch site to the observer's position were known, it was very easy to determine the altitude.

Observers noted the angle at the rocket's peak altitude and calculated the altitude using the table of tangents that was provided to them.

A fun time was had by all!





# SAFE TIPS

With Lt. Mike Fouts, Squadron Safety Officer

## SAFETY DOWN DAY



COL Lyle Letteer, CAP National Director of Safety, has directed all units to track attendance at the upcoming Safety Down Day, scheduled for the week of January 8 to 14. Individual unit personnel are NOT to fly CAP aircraft, or participate in any other CAP activity, subsequent to their assigned unit Down Day, until they have certified their attendance at the Down Day briefing, or completed an appropriate make-up activity in a manner satisfactory to the Unit Commander, or his designated Safety Officer, and certified that completion with their respective units.

Unit commanders are responsible for ensuring ALL their assigned personnel comply with this directive. Individual personnel should contact their unit commander or safety officer for further details.

For the Commander, Andrew T. Zimmerman, Captain, CAP, Georgia Wing SE

Senior Members led by Squadron Commander Major Tom Calvinelli and Cadets led by Safety Officer 2Lt Mike Fouts and Cadet Safety Officer C/SrA Kathryn Colson conducted extensive Safety briefings in the Senior and Cadet trailers.

### SAFETY BRIEFING FOR SR MEMBERS TOPICS COVERED

Winter Flying  
Aircraft Icing  
Emergency Landing  
Professional Pilot's 12 Rules  
Causes of Flight Mishaps  
10 Commandments of Air Safety

### SAFETY BRIEFING FOR CADETS TOPICS COVERED

Hypothermia  
Road Accidents  
Driving in Fog  
Fire Safety Outdoors  
Burns  
Blisters



## FOR ALL NEW PILOTS AT BARTOW-ETOWAH COMPOSITE SQUADRON

**MEMO TO: All new Bartow Etowah Composite Squadron Pilots**

*Revised and current as of 22 January 2006*

**RE: Tasks To Establish CAP Flight Qualifications**

1. Set up a squadron Flight Folder (Tom Calvanelli, Jim Raybon, or Jean Freese)
2. Go to the WWW.CAP.GOV website
  - a. On the main page...click on the "MEMBERS" tab on the top red bar on the right hand side. This will call up an extensive drop down menu on the next page.
  - b. On the left side of this page, click on the "OPERATIONS" tab that is approximately ¾ the way to the bottom of this blue drop down menu.
  - c. Once on the OPERATIONS page...
  - d. Next click on the "STANDARDIZATION & EVALUATION" tab on the left hand side. Once here, you will need to accomplish the following tasks:
  - e. Review the requirements for the actual CAPF 5 checkride. To do this...right under the words "The CAPF 5 On-Line Course, A course designed to assist CAP Flight Instructors and Check Pilots in the completion of a CAP Form 5 check ride" are the words "**Click Here.**" Please click on the words "**Click Here**" and this opens up a page called "CAP OPERATIONS TRAINING". You will spend a lot of time on this particular page.
    - i. On this Ops Training page, you will see the words "Online Form 5 Annual Examination." Don't go here yet as you need to study CAPR60-1 first. You'll come back here later.
    - ii. ☐ Next, you will want to **print out your own copy of CAPR 60-1**. To do this, click on the word "**Download**" right after the words "Download a current copy of 60-1 to take the course with.". Note: There are 12 entries that say R60-1 but the first one should say "R60-1 dated 10 June 04 (Includes Change 1, 19 Oct 04 and Emergency Change 2, 1 Jan 06)." If this link does not work, go back to the main CAP.GOV web page and click on "Members" and then "Forms and Publications" and then "Indexes, Regulations and Manuals" and then "R60-1 dated 10 June 04 (Includes Change 1, 19 Oct 04 and Emergency Change 2, 1 Jan 06)." You will need to print out and save this 44 page Regulation.
    - iii. ☐ After you have studied CAPR 60-1 you need to **take the online quiz**: Click on the words "**Online Form 5 Annual Examination**." This will take you to another web page called "Operations Online Courses and Exams"
      1. Click on "Stan/Eval Program Examinations". Use the drop down button and selected the test titled "CAPR 60-1 Form 5 Annual Examination – Powered (2006)-(24 questions) and then enter your CAP ID number. Please note: This exam is only good for 90 days. Your Form 5 Flight Check must take place within 90 days for this test to count.
      2. ☐ **Print out the "Form 5 Annual Examination Test Completion Certificate"**. Put this in your flight folder.
    - iv. ☐ **Download a current copy of CAPP 52-7** "Cadet Orientation Flight Syllabus" where it says "Download CAPP 52-7 Cadet Orientation Flight Syllabus" and the underlined word "**here.**"
    - v. ☐ **Now take the Cadet Orientation Pilot Quiz**. Scroll down the center column and...click on the words that say "**Click here to take the Cadet Orientation Quiz**" Use the drop down menu to select the test labeled "Cadet Orientation Quiz Powered – Without ROTC – (15 Questions)". Take the quiz and **print out the "Certificate of Completion"**. Put this in your flight folder.
    - vi. The last item for you to do on this page is go to the left hand side of the page under the "What's New" heading and select the fifth item down called "The CAPF 5 On-line Course". Click on the words "Click Here" and read all 26 sub-topics that cover everything you care to know about the conduct of your Form 5 checkride. (NOTE: Do NOT take the test listed as the last item UNLESS you are checking out as an official CAP Check Pilot)
  - f.
    - i. ☐ NOTE: you will also need a South-East Region Supplement to 60-1 found on the <http://ser.cap.gov/> web site. To find and print out this single page supplement, you must scroll down on the SER web-page to the bottom. Click on the words "Downloads" and then find the section called "Region Supplements" and click on "SER Supplement to CAPM 60-1, dated 1 Nov 04". Then **print out this one page supplement to CAPR 60-1**.
    - ii. ☐ You will also need to find the Georgia Wing supplement to 60-1 found on the Wing website. Go to <http://gawg.cap.gov/> and click on left side of the page in the blue block where it says "FORMS". Next, find the "Supplements" section and open up the folder titled "Supplements to Regs." Click on the "CAPR60-1 Sup 1 1 Aug 2003" which is a one page "word" document. **Print out this supplement**. Put this single page in your own "pilot" three ring binder as the cover page for your own copy of CAPR 60-1.



3. Go to the "GAWG.CAP.GOV web page.
    - a. On the left side of this page...click on "FORMS" in the blue block.
    - b. Under the heading of Operations Forms and Documents click on the "Flight Operations" folder and print out the following 4 items:
      1. ☐ Aircraft Information Sheet C-172P This sheet is very valuable as it answers almost every question on the aircraft questionnaire in item 2. f. viii. 3. above.
      2. ☐ C-172 Airport Traffic Pattern
      3. ☐ C-172 Maneuvers and Procedures
      4. ☐ For the fourth form you will need, GAWG F 5-10, go back to the main GAWG.CAP.GOV page and go to the left hand side where it says "Forms" and click there. Then find the section labeled "Standard GAWG forms (by series) click on the folder that says "GAWGF-5". Next open up and print out a GAWG 5-10 "Pilot Designation" form.
    - c. Keep these four items handy. You will want item 4 (GAWG F 5-10) for Cadet Orientation Designation & (for CFIs) the CAP Instructor Pilot Designation in your flight folder...☐ signed by the check pilot as part of your Form 5 evaluation. PLEASE DO NOT FORGET TO DO THIS THE DAY OF YOUR CHECKRIDE.
  4. I strongly recommend you fly the CAP C-172 "P" model several times with any CAP instructor (Tom Calvanelli or Andy Lindstrom Atl #1) to knock off any rust, learn the "CAP way" to fly a pattern, learn the unique radio stack and GPS, all in preparation for your checkride.
  5. Please have Tom Calvanelli or your instructor go over all your paper work prior to your actual checkride so the CAP Check Pilot has everything already prepped and ready for his signature. As part of this preparation, ensure you know how to accomplish an actual weight and balance problem for yourself, your check-pilot, and baggage. You will be asked how much additional weight you have left over for a simulated "scanner" should one be needed for a SAR effort.
  6. Schedule your checkride with a CAP check pilot. Then you must schedule the aircraft. Call Tom Calvanelli or Keith Walker or use "FlightSchedulePro.com" to reserve the C-172P (you must already be a CAP pilot to use the scheduling system). Then call your check pilot back to confirm the reservation. Check pilots may also schedule the aircraft.
  7. FIRST TIME FORM 5 APPLICANTS MAY SKIP STEPS 7-9:  
Call Patrick Zarnik to get a specific mission number for a Form 5 or Form 91 checkride. He can be reached at (H) 770-982-9828, (W) 770-451-7905 or e-mail at [captz03@hotmail.com](mailto:captz03@hotmail.com). Please call him as far in advance as possible for a Form 5 or Form 91 mission number. He is fairly accessible, but he does go out of town occasionally, and he doesn't always have his paperwork with him. Currently, the initial Form 5 ride for new CAP pilots is not reimbursed. Reimbursement is currently provided only for subsequent checkrides for pilots who also hold the additional rating of Cadet "O" Pilot, Instructor Pilot, Mission Check Pilot, Mission Transport Pilot, or Mission Pilot.
  8. The CAPF 108 used for reimbursement must be accompanied by the **-original-** fuel receipt, and sent to Patrick Zarnik (NOT GA Wing) at:
  9. Capt Patrick Zarnik  
1706 Hunters Trace SW  
Lilburn, GA 30047
  9. The Air Force expects us to get the checkrides done in about 1.5 Hobbs hours.
  10. If a CAPF 108 is not submitted for the flight, the pilot is required to pay the hourly maintenance fees to the aircraft scheduler.
  11. Please refer any questions to Tom Calvanelli (Home Phone) 770-499-1532 or (Cell Phone) 404-312-6566. His e-mail is at [tomcalvanelli@earthlink.net](mailto:tomcalvanelli@earthlink.net).
- Best of Luck!!! Tom Calvanelli, Major CAP, Squadron Commander

### SOMETHING TO THINK ABOUT

This photo is a very rare one,  
taken by NASA.  
This kind of event occurs once in 3000 years.  
This is a picture NASA took with  
the Hubble telescope.  
It is called "The Eye of God."  
  
Is this true  
OR  
is it another "urban legend"



## CAP DAY AT THE CAPITOL



March 16, 2006 will be CAP day  
at the Georgia State Legislature.  
The time will be from 8 am until 2 pm.

General Pineda will be attending.

All Senior Members and Cadets are needed  
to be in attendance, if you can.

You will have the opportunity to meet  
with your State Representative or Senator.

For more details, check with  
Squadron Commander, Major Calvanelli  
or contact:

Lt.Col. Thomas Smith, Government Relations  
404 729-5006 cell 770 391-9592 home  
tls\_peru@yahoo.com

## GEORGIA'S MOVE OVER LAW SAVES LIVES

Courtesy of Dr. Willis H. Moore, Ch LTC, GA Wing Chaplain  
Executive Director, Georgia Council on Moral and Civic Concerns.

**Georgia's new Move-Over Law says drivers must move-over for emergency vehicles stopped on the side of the highway. The law is meant to keep officers AND traffic violators safe from crashes with passing cars.**

**The Move-Over Law was passed in the aftermath of growing numbers of police, emergency technicians and DOT workers being killed during routine traffic stops, crash responses and highway construction projects around the nation. Right now, more than thirty states have Move-Over Laws on the books, with fines that range as high as a thousand dollars or more in some jurisdictions. The Move-Over fine in Georgia is an "attention-getting" five-hundred-dollars.**

**However, failure to obey the Move-Over Law can lead to consequences far more serious than fines. According to FBI statistics, traffic crashes claim the lives of more police personnel than any other cause of death in the line of duty, including shootings. The FBI says last year, forty-nine officers died in crashes across the country. Thirteen of those law enforcement officers were struck and killed by passing vehicles while they worked outside their patrol cars.**

**"Georgia's Move-Over Law was meant to reduce the number of injuries and fatalities to police officers, paramedics, firefighters, tow truck operators and highway maintenance workers," said Director Bob Dallas of the Governor's Office of Highway Safety. Reports show emergency vehicles of all types have been struck while parked beside Georgia highways, even while their emergency lights were flashing.**

**The Georgia Move-Over Law requires drivers to move-over one lane when possible if an emergency vehicle with flashing lights is parked on the shoulder of the highway. And if traffic is too heavy to move-over safely, the law requires drivers to slow down below the posted speed limit instead AND to be prepared to stop.**



## Important Start-up Info Submitted by SM Bill Jansson

### SUBJECT: How to sign up for VIPER / AEGES

1. Please sign up for the "VIPER" feature of the Georgia Wing, (GAWG) Civil Air Patrol. VIPER stands for Visually Integrated Personal Electronic Resource and is the main method to receive information within the GAWG about upcoming events. By signing up, you will be better informed, have access to other opportunities for training and be able to locate and communicate more easily with other CAP members Wing-wide by using this integrated AEGES Email System.
2. You may sign up for this electronic feature by completing the following steps on your home computer:
  - Go to [WWW.GAWG.CAP.GOV](http://WWW.GAWG.CAP.GOV) or to <http://www.gawg.cap.gov>
  - In the red box that says VIPER SEARCH, Click on the link that says "GAWG e-Services"
  - On the left hand side of this page, click the word "here" where it says New Member Signup: click [HERE](#)
  - Fill out this one page form and at the bottom...click on "SUBMIT"

It is that simple. Now you will know all about upcoming Cadet and Senior Member activities in the GAWG as soon as possible and can plan on attending events that interest you and meet your training needs!

Greg G. Clasen, Lieutenant Colonel, CAP, Operations Officer SER GA116

### SUBJECT: How to sign up for "E-Services" and "MIMS"

1. Please sign up for the "E-Services" feature used by the National Headquarters, Civil Air Patrol, to track all CAP Emergency Services (ES) qualifications. Under the "E-Services" umbrella, you can access a host of products and update information related to Emergency Services and your own qualifications. This process is easy...and you will be using it more and more frequently as you progress in your CAP training.
2. You may sign up for this electronic feature by completing the following steps on your home computer:
  - Go to [WWW.CAP.GOV](http://WWW.CAP.GOV) or to <http://www.cap.gov/>
  - In the upper right side of this web page is a red box. Click on the word "MEMBERS".
  - On the left side of the next web page is a blue box. Click on the word "e-Services".
  - If you are new to e-Services, a "Welcome to e-Services" page will appear. Click on the words "click here" where it says **"First-time eServices users click here to activate your account."**

It is very simple to start. Now you will be able to access the "MIMS" features to input your Emergency Services Specialized Qualification Training Report (SQTR) training information. This will allow all other CAP members in the entire State and Nation to know all about your various ES skill levels...so you may be called upon to serve our Country in times of emergency, or when your SAR skills are needed on short notice. We will help instruct you in the other intricacies of the MIMS system as you progress in CAP.

Greg G. Clasen, Lieutenant Colonel, CAP, Operations Officer SER GA116

National CAP Web Page	<a href="http://www.cap.gov">www.cap.gov</a>
Georgia Wing CAP	<a href="http://www.gawg.cap.gov">www.gawg.cap.gov</a>
Bartow Etowah Sq	<a href="http://www.gawg.cap.gov/GA129">www.gawg.cap.gov/GA129</a>
CAP e-services	<a href="http://www.capnhq.gov/default.aspx">www.capnhq.gov/default.aspx</a>
CAP Forms	<a href="http://level2.cap.gov/index.cfm?nodeID=5464">http://level2.cap.gov/index.cfm?nodeID=5464</a>
CAP Regs	<a href="http://level2.cap.gov/indes.cfm?nodeID=5285">http://level2.cap.gov/indes.cfm?nodeID=5285</a>
CAP SQTRs	<a href="https://cap.af.mil/es/sqtrs/sqtrs.cfm">https://cap.af.mil/es/sqtrs/sqtrs.cfm</a>
CAP ES Tests	<a href="http://level2.cap.gov/index.cfm?nodeID=5591">http://level2.cap.gov/index.cfm?nodeID=5591</a>
CAP SE Region	<a href="http://ser.cap.gov">http://ser.cap.gov</a>

**Capmart is no longer the uniform supply for CAP....It is now Vanguard....**  
**[http://www.vanguardmil.com/store/store.php?cat\\_id=103](http://www.vanguardmil.com/store/store.php?cat_id=103)**

# CADET CAPERS

## BARTOW-ETOWAH CADETS ARE



### DID YOU KNOW?

#### TIDBITS

By 2Lt Jean Freese, Administrative Officer

#### Change on BDU'S and Field Uniforms

REQ CAPM 39-1 Update 5 December 2005

For more information please visit e-services this is located in the CAP Pubs and Forms

#### If you a C/Senior Airman, you need to complete the following to promote to C/TS

- 1 Have your National membership and local dues current.
2. Pass PT.
3. Attend Moral Leadership.
4. Take only one written test  
The Comprehensive Wright Brothers exam which covers Leadership chapters 1-3.

#### **MARK YOUR CALENDARS**

**2nd Thursday of every month @ 1800 sharp  
Cadet Command Meeting in the Cadet Trailer  
Flight Reports are due at that time.**

**Thursday, March 30th**

**1800: Cadet Command Meeting  
1900: Mandatory Meeting  
for C/Command Staff & Element Leaders**

Take pride in our Squadron. Clean up after your own mess! Also, empty the trash cans from all over the complex every meeting night before we close up.

#### **FOR YOUR INFORMATION**

Most Cadets are assigned to Physical Fitness Category 1, and for them the simple rule is **“Run plus 2 out of 3.”** Category 1 Cadets must meet the performance standards listed in CAPP 52-18 for the mile run or shuttle run, plus two of the three other CPFT events (curl-ups, push-ups, and the sit-and-reach) to pass the CPFT. Cadets need not declare in advance which two events they will attempt, and are encouraged to attempt all test events, if logistically feasible.

Among the requirements to promote, a Cadet must have a passing score in PT. If, for some reason, a Cadet is unable to meet Category 1 standards, a note from a physician is required to place the Cadet in another category.

### **Congratulations On Your Promotions!**

C/A1C Ben Nations  
C/A1C Kyle Robbins

### **Welcome To Our Newest Cadets**

Andrew Lanning  
Fred Marshall  
Mickey Parr  
Daniel Vaughn



## CADET ELEMENT COMPETITION

### To Implement Teamwork, Unity, and Leadership

The 2006 Revised Cadet Element Competition will be implemented in January, 2006. Cadets in each Element will be scored for their proficiency in each category. Individual scores will be added (or deducted) and together will create an Element score. The Element with the highest monthly score will be announced at formation on the fourth Thursday of the month, and be published in the following month's *Flying Eagles*. At the Awards Presentation and Holiday Party in December, the Element with the highest accumulated score will be recognized and awarded.

#### WEEKLY ATTENDANCE

- 2 pts Element Leader present
- 2 pts Element Leader absent w/o prior notice
- 1 pt Element Member present
- 1 pt Element Member absent w/o prior notice

#### UNIFORMS (to be inspected 2nd and 4th weeks)

- 2 pts Worn in accordance with CAPM 39-1
- 2 pts Worn in violation of CAPM 39-1

#### CADET OATH AND CIVIL AIR PATROL CORE VALUES (Random selection)

- 2 pts Reciting the Cadet Oath correctly
- 2 pts Failure to recite the Cadet Oath

#### DRILL AND CEREMONIES

- 2 pts Correct execution of Drills and Ceremonies
- 2 pts Incorrect execution of Drills and Ceremonies

#### PHONE TREE

- 2 pts Properly conducting Phone Tree operation
- 2 pts Improperly conducting Phone Tree operation

#### PHYSICAL TRAINING

- 2 pts Passing CPFT
- 1 pt Not passing CPFT
- 2 pts Failure to participate in PT without waiver/instructor's permission

#### GEAR (to be checked prior to Activities and when notified)

- 4 pts Gear in excellent order per GTM & UDF Task Guide
- 2 pts Gear in satisfactory order (missing no more than 2 consumable items)
- 2 pts Gear in unsatisfactory order
- 4 pts Gear not present or presented for inspection

#### PARTICIPATION IN ACTIVITIES

- 2 pts Attending the entire Activity
- 1 pt Attending part of the Activity
- 2 pts Non-participation in Activity without prior notice

#### PROMOTIONS AND RECRUITING

- 10 pts Promotion announced at formation
- 20 pts Each person recruited by Cadet that joins CAP

#### LEADERSHIP

- 2 pts Completion of assignment on time
- 2 pts Failure to complete assignment
- 2 pts Element Leader attending Staff meeting
- 1 pt Element Leader contacting Element members prior to Squadron meeting

#### FLYING EAGLES (verbal quiz no earlier than 1 week after publication)

- 4 pts Answering quiz correctly
- 2 pts Unsatisfactorily answering quiz

#### OTHER

#### The Cadet Oath

I pledge that I will serve faithfully in the Civil Air Patrol Cadet program, and that I will attend meetings regularly, participate actively in Unit activities, obey my officers, wear my uniform properly, and advance my education and training rapidly to prepare myself to be of service to my community, state, and nation.

#### Civil Air Patrol Core Values

Integrity...Volunteer Service...Excellence...Respect



**Did you know that Alcohol is the most abused drug by today's youth?**

**Alcohol related automobile crashes are the second leading cause of teen deaths.**

**Enjoy life...  
clean and sober!**

**TO SUBMIT AN ARTICLE FOR THE FLYING EAGLES NEWSLETTER:**

1. GIVE A COPY OF THE ARTICLE TO DR.MOR.

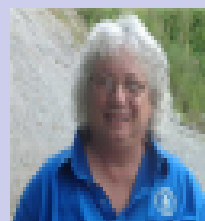
or

2. E-MAIL ARTICLE TO [Ilana@Art4theHeart.net](mailto:Ilana@Art4theHeart.net).

(If you e-mail the article, please confirm that the article was received.)



**EDITOR-IN-CHIEF**



**Dr. Ilana Mor**

**CAP Senior Member-2Lt**

**Deputy Commander of Cadets  
Moral Leadership Officer  
Public Affairs Officer**

**Interfaith Ordained Minister  
Teacher, Spiritual Artist, Author  
Life Coach**

*Lessen Stress... Rediscover Choice...*

*Experience Empowerment*



[www.art4theheart.net](http://www.art4theheart.net)

Original Artwork, Photography, and Writings by Dr. Ilana Mor remain the property of the artist.